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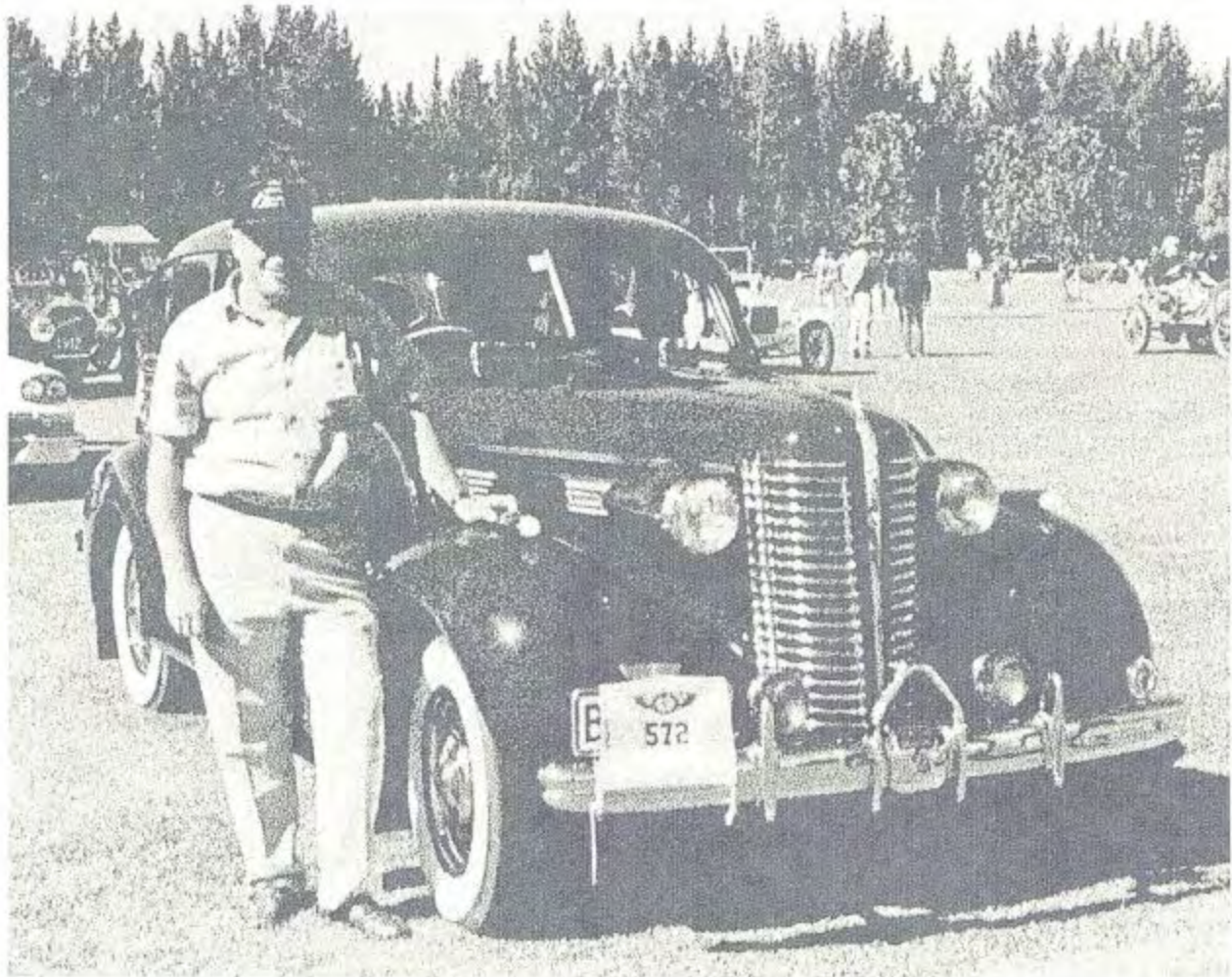
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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIV • NUMBER 4 • MARCH / APRIL 1996

BUICK
1937  1938

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THE 9th CYLINDER

BY HARRY LOGAN #651, Editor

In January I sent out a reminder notice to members who did not renew. Their response, plus several new members joining who heard about the Club on the Internet has brought our paying membership up to **487** as of May 7th. That total is the highest it has ever been.

This photo of **Don Johnson, Jr. (#960)** is from the Friends of the Sloan Museum newsletter in Flint, MI. Don loaned his Balmoral Green '37 Century Convertible Coupe Model 66C to the museum to be displayed for a year.

Don also loaned the museum his 1937 Roadmaster Convertible Sedan Model 80C. Buick built over 1,000 of these in 1937 and only 350 in 1938!

Don is now building a small museum to house his cars. He promises to send some photos of it when it's completed.



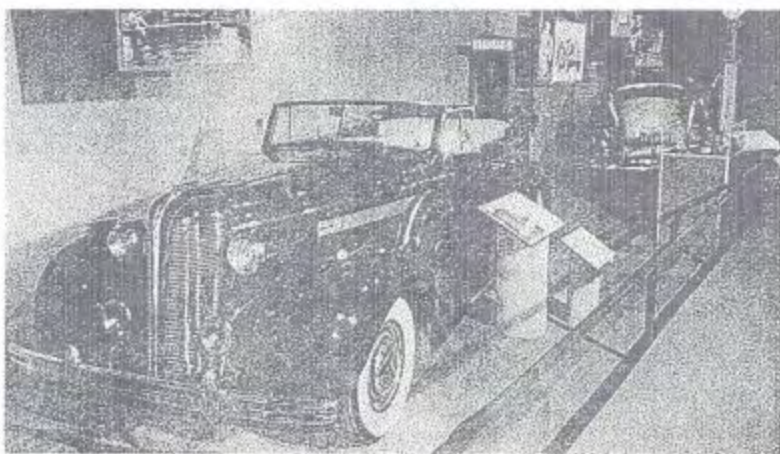
Jim Combs (#1137) in Michigan commented on antique car insurance. He says he and most of his friends use the **Grundy Insurance Agency** in Glenside, PA. Jim checked out most antique car insurance companies and found the best deal to be with Grundy.

Talk about club support. **David Schall (#917)** in Kansas is restoring a blue 1938 Century Sport Coupe Model 66S (top of page 2). David needed some transmission gears and ended up buying a complete transmission from **David Bylsma (#117)**. **Dave Tacheny (#997)** has also provided

all the little things you need when restoring a car.

Recently David brought the car to Springfield, IL. to have Club Founder Dave Lewis finish the restoration.

Richard Delgado (#1022) wrote with some



FOUNDED IN 1980 BY DAVE LEWIS



questions on '37 and '38 Special and Century 4-Door Sedans. He says he knows there is a 4" (10 cm) difference in the wheelbase, but can't tell any difference in the body length.

That's because Special and Century bodies of the same year are the same from the firewall back. Only the trim is different. The '37 Century has short stainless decorative strips on the window moldings. '38 Centuries have longer stainless strips on window moldings, and stainless strips on each side of the dashboard.

The Special and Century doors and rear fenders are interchangeable within the same model year. The hood and side panels are not.

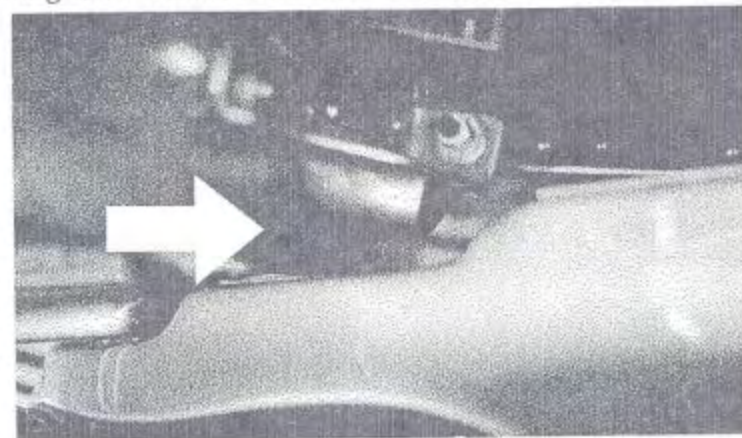
It is possible to put Special fenders on a Century, but not the other way around. If you do, you'll have a 4" (10 cm) gap in front of the firewall (see bottom photo). But

with the hood closed, you can't see or tell the difference.

Club member **David Pitzer** (#971), in Illinois, also has the Car Packing Slip (see top of page three) for his 1937 Special Sport Coupe Model 46S. He says the original owner kept all the paper work with the car. He left the car to his neighbor when he died. The neighbor

was 82 years old when he sold it to David in 1986. The car has always been garaged and is very clean and straight.

The original owner was so meticulous that he even kept the written price quote of **\$982.00** for the model 46 Business Coupe and **\$1047.00** for a Sport Coupe Model 46S with opera seats and a heater (see middle of page three). According to the Packing Slip, he chose the Sport Coupe with the



≡TORQUE TUBE≡

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Please send all articles, ads subscriptions and inquires, etc. to:

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Special (banjo) Steering Wheel instead of the hard rubber wheel. It was ordered without sidemounts, heater or radio. The body color was No.

used **Master Stop Brake Shoes S-340R**.

One of **Andy Diem's** (#852) interests is antique clocks and watches. Andy found this

510 Hampton Grey. The Upholstery No. 300 Tan Bedford Cord. Thanks for sharing this with us David.

Buick author and historian Terry Dunham is searching for members like David (and **Doug Santee** #784) who still have the Buick Car Packing Slips (1937) or Car Production Tags (1938) with their cars.

If you send Terry a copy of this paper Tag and a rubbing of the Fisher Body Plate on the firewall, the serial number from the frame, and the engine number, he will work up a free research package on your car (normally a \$40 fee) just so he can see the data come together. Terry's address:

Automotive Research Services
P.O. Box 4057
Apopka, FL 32704-4057
FAX (407) 880-9488
Phone (407) 880-1258

New member **Fred Mungia** (#1168) recently purchased a '38 Century Trunk Back Sedan Model 61. He installed new brake shoes on all 4 wheels. Fred says he used '63-'72 Buick Riviera brake shoes which cost him \$40 for all 4 wheels. They are 2" wide, so they will work on 1937 & 1938 Century models only. He

CAR PACKING SLIP—24 COPY		BUICK MOTOR DIVISION		P. S. No. 102671	
SALES OFFICE	DATE	MODEL	BODY COLOR & TRIM	DATE FUL	FRAME NO.
CHGO 3-17-37	188979	37-46 S	510-300	1-19	3112523
WHEEL EQUIPMENT			SPECIAL WHEEL		
FIVE GREY					
SPECIAL EQUIPMENT					
SOLD TO			SOLD TO		
CAR SERIAL AND NUMBER			VINCE ORDER		
MC-49			58 HL		

other members have photos of Buick promotional materials from the '30's they can share with our members?

*Reg Buick Coupe
with out arm seats \$982.00*

*46S-Coupe with open seats
Fully equipped heater \$1047.00*

Prices include all charges

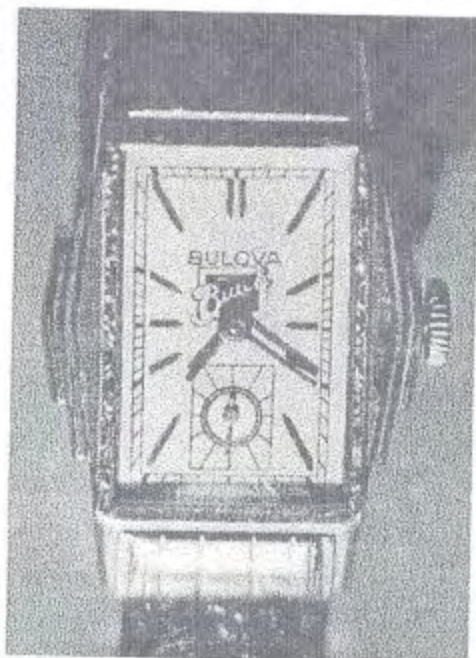
mint 15 jewel 10 karat gold Bulova "Ambassador" 1930's wristwatch with a Buick logo on one of his travels (below). Watches like this were presented to retiring Buick officials, to sales people or used in promotional or advertising campaigns. Do any

Bill Denney (#863) in Australia says he has a **Parts Cleaning Tip**. He uses a mixture of water and molasses to clean up rusty parts. He uses one part molasses to 3 parts water, but you can

vary this depending on how rusty the parts are. Bill says, "What a transformation when the parts are eventually taken out." Thanks for the tip Bill.

Wayne Chan (#140) installed a Big Series starter in his '37 Special Sedan Model 48. Wayne says it bolts right on and has more torque, so his car starts much easier than before. Thanks for the tip Wayne.

This photo (top of page 4) of a 1938 Century Sport Coupe Model 66S resting in a junk yard was sent in by **Gary Stafford** (#588). Gary thinks the junk yard is near



Arco, Idaho. I called the telephone operator in Arco, but without a name she could not help. Another Buick mystery.

Here's what a restored 1938 Century Sport Coupe Model 66S looks like (*below*). This black coupe was photographed in front of an old white building in a small town in Northern California. The car's owners, **Doug and Kay Nelson** (#51), were returning home to Oregon from the **1937-1938 West Coast Meet** last September.

Our Club magazine has made news again. The **Torque Tube** was recently mentioned in the Club Clips section of **Old Cars Weekly**. They reported on the article on Buick Car Production Tags that appeared in the July/August 1995 issue. And that same venerable car magazine has just published their 1995 **Golden Quill Award** winners. Yes! Our **Torque Tube** was one of thirty seven Car Club magazines to win in the "National Club Publications: Black and White" category. Crucial to the selection of award winners



was neatness, good use of visual, journalistic and editorial integrity, balance of contents (including news about club members, special events, classifieds, news and technical tips), accuracy of reporting and creativity and originality. Publications were also viewed for the ways they fostered the driving and upkeep of collector ve-

hicles. Speaking for our Art Director, **Dug Waggoner** (#10), and the rest of our comparatively small but worldwide membership I feel proud to be part of the **1937-1938 Buick Club**.

Meet **Art and Peg Benton** (#995) in front of their black 1937 Sidemounted Century 4-Door Trunk Back Sedan Model 61 (*top of page 5*). Art and Peg live in San Jose, CA. and are quite active in the **Northern California Buick Club**. I see their car often on tours including the '37-'38 West Coast Meet last September.

Bob Mitchell (#946) of Marion, Ohio, who participated in some of the Club's East Coast tours, died March 21 after a long illness. As some



of you may recall, Bob was a character. He had a large stock of "one-liners" which he'd use at the appropriate time. His last great act was to buy a used 1950's fire truck. He claimed his heart problem was attributable to the discovery that it took \$65 to fill it with gas! He probably went out with a joke on his lips.



Bill Whyte (#968) in Scotland writes that Club member **Stanley Barraclough** (#1113) died in January when he was run over by a taxi. He lived on the Isle of Man, part of the United Kingdom. He was in his sixties and was restoring a 38-46C. A picture of his Special convertible coupe appears on page 6 of the July/August 1995 *Torque Tube*.

The 1937-1938 Buick Club East Coast Meet will be held on August 22-24. For more information on that tour see page 12. As of now, there will not be a West Coast Meet. I planned last year's event in Monterey, but another member will need to step forward if we are to have one on the West Coast this year.

My wife I and spent a wonderful three weeks in New Zealand attending the **50th Anniversary Rally of the New Zealand Vintage Car Club**. For more on that story see pages 8-10.

Geoff Hilliard (#698) and his wife Marlene from Australia are now on 7 week visit to England, Scotland and Ireland. Part of this time they will be on a 10 day rally from Edinburgh, Scotland to Stratford-on-Avon, England. The rally is to celebrate 100 years of British motoring. It is sponsored by the Rover Car Group. Rover also paid for shipping Geoff's car over and back. It was a chance of a lifetime. Geoff promised to send us a story and photos of the trip upon his return.

Joe Krepps (*The Buick Nut*) is taking orders for reproduction 1937-1938 40/60 Series Ring (*Crownwheel*) and Pinion gears. At the

present time, he has 25 interested people. He is willing to pursue this if he can get enough people (40 is the magic number) to bring the retail price between \$650 to \$700 plus shipping. The price is based on the machinery setup. The more you make, the less expensive they become.

The ratio will be either 3.6 or 3.9 to 1, but he has not decided yet. He will produce what the majority of his customers want. But he will not produce both ratios. Joe is asking for a one-half down payment at the time of order and the balance two weeks before delivery. There is a 12 week period from order time to delivery. **The time to place an order is now.** Joe's phone and FAX number is (407) 636-8777 in Florida.

If you plan to order a ring and pinion after the initial order is placed, there will be a price increase after the completion of manufacturing. When the gear sets are shipped to his Florida inventory, he must add 6% Florida Sales Tax. Joe says the decision is yours, he can't have them made if he doesn't hear from you.

In the last issue we showed a photo of a white '38 Century Street Rod and said: "What a shame (*the Editor's opinion*)."

I apologize to all the members who were offended by this. I will be more sensitive to the feelings of our members who like both stock automobiles and street rods. I am sorry.

Harry

Our trip to New Zealand gave us ample use of our camera. We also had use of a 1939 Buick to motor around in during our stay. These front and back cover photos show New Zealand member **Laurie Roberts' (#1046)** recently restored 1938 Buick Special 4-Door Sedan Model 41. Laurie's car sports NOS fog lights and a grille guard both of which he purchased from club members. In acquiring his custom license plate, he had to spell BUICK with the numeral "1" as the 1939 Buick we were loaned already had the BUICK 8 plate.

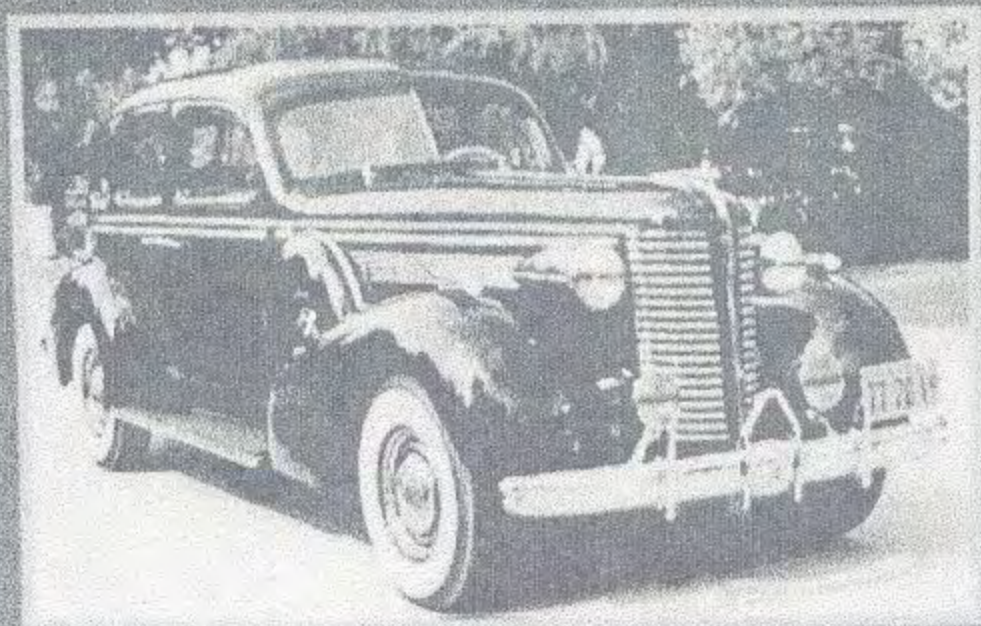
THE 1937-1938 BUICK CLUB ON THE INTERNET

By Harry Logan(#651)

title: <http://www.classiccar.com/clubs/buick/buick.htm>

What's New? | What's Cool? | Handbook | Net Search | Net Directory | Newsgroups

The 1937-1938 Buick Club



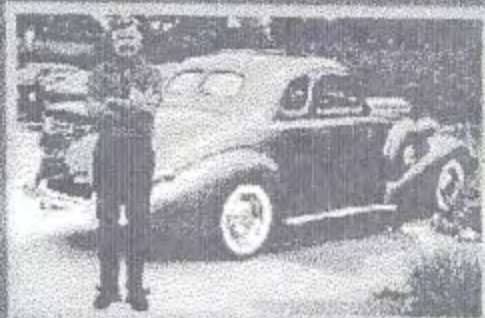
The 1937/1938 BUICK CLUB has now become part of the Internet with the inclusion of our Club **ON-LINE** and accessed through the computer World Wide Web network. You can get information about the Club and view some car photos such as this '38 Century Sedan by going to this netsite: <http://www.classiccar.com/clubs/buick/buick.htm>

[http://
www.classicar.com/
clubs/buick/
buick.htm](http://www.classicar.com/clubs/buick/buick.htm)

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1937-1938 Buick Club
1005 Rhina Lane
Los Altos, CA 94022

Phone/FAX: 415-941-4387
Harry Logan, Editor



For the annual club Roster, please indicate your home and work telephone numbers, the year of your Buick, the model number, manufacturer (U.S. built GM, Canadian McLaughlin or Australian Holden) and list the estimated condition of your car from 1 (poor) to 10 (mint).

Harry Logan, Editor of the *Torque Tube* and his "1937 Buick Century Sport Coupe"

This is a picture of me in front of my '37 Century Sport Coupe. There are also excerpts from several articles that appeared in the September/October 1995 *Torque Tube* plus information on joining the Club. We already have several new members who learned about the Club by viewing our web page. If you are not of the computer persuasion you'll need to find someone who has a computer and a modem and access to the World Wide Web. This would be an excellent way to show a potential member that we are indeed a World Wide Buick Club. If you want to send me e-mail, my address is: harrylogan@earthlink.net



OUR TRIP TO *New Zealand*

By Harry Logan (#651)

Old car enthusiasts from around the world gathered in New Zealand last February and March to celebrate the **50th anniversary of the New Zealand Vintage Car Club.**

Hundreds of old vehicles putted across South Island, as part of 27 rallies or tours. South Island roads boast spectacular scenery and are traffic free by international standards. After five days of touring, everyone returned to Christchurch for a week of festivities.

The rally portion was opened to vehicles manufactured before 1961. We chose a 700 mile (1120 km) tour that took us through the South Island's mountain passes, coastal regions and historic towns.

In the top photo we see Wayne Robson, **Cecil Don** (#637), Jeanette Robson and my wife Margo. Jeanette and Wayne kindly loaned us their 1939 Buick Sedan with right hand drive for the rally. That's Margo with the beautiful '39 at top of page 9.

We were quite surprised to see this cartoon (above) which appeared in the Rally News-

letter. The text reads: "The Bill Schutt (Ed: B.S.) award for unlikely excuses goes to Cecil Don from California who is accompanied by Mr. & Mrs. Harry Logan and is driving his NZ friends '39 Buick. Cecil

was caught exceeding the speed limit in a 100 KPH (62 MPH) zone. He told the officer that in California the signs are still in MPH and he thought he had been pulled over for traveling too slowly. The officer was

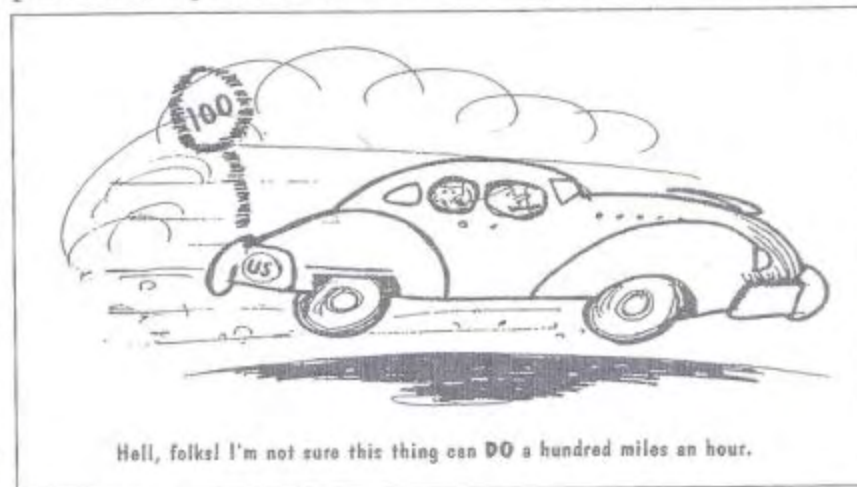
so dumbfounded he let him off with a warning." If you've met Cecil you can understand the officers dismay. Cecil can tell some amazing stories.

The rallies were noncompetitive, allowing the drivers to proceed at their own pace.

We spent one night on a sheep ranch, visited both a car and an airplane museum, several beautiful

lakes and two glaciers. I even met a couple from my hometown of Los Altos. They were driving a 1931 Chevrolet Coupe loaned to them by their very hospitable friends in New Zealand.

That's Margo again (page 9, middle) with a friendly sheep. It was orphaned and raised by the farmer's wife and daughter. Unlike all the other



Hell, folks! I'm not sure this thing can DO a hundred miles an hour.

sheep, it is not afraid of unfamiliar people and would come when called because it knew it would get a cookie.

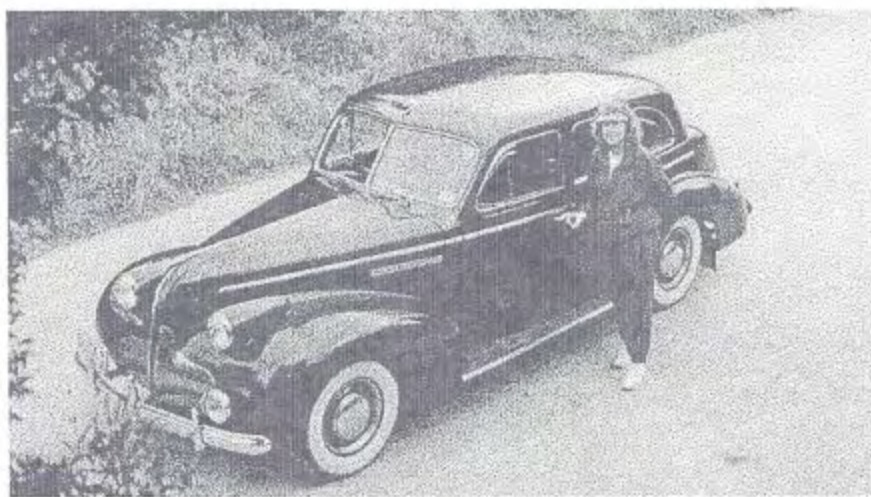
On the tour we sometimes came upon a flock of sheep being herded down the road. You stop your car as the sheep surround it and pass by.

Then we returned to Christchurch over a beautiful mountain pass. In Christchurch we participated in a week-long celebration. It featured entertainment, swap meets and a public display of over 1,500 vintage cars. About 90% were prewar, mostly British and American.

My favorite was a dark blue 1936 Mercedes-Benz 500K Supercharged Convertible Coupe sent to New Zealand especially for this meet by the Mercedes factory in Germany. (see the top of page 10)

Club Member **Cliff Humphries** (#747) and his wife Doreen beside their red 1937 Special Sport Coupe Model 46S. (see the middle of page 10)

Cliff had a job restoring this car as it was badly rusted. But now it looks and runs beautifully. '37



and '38 Special Sedan stripped chassis and bodies were shipped over from the USA and assembled at the GM plant near Wellington, N.Z. They did not assemble Big Series cars, open cars or

coupes. The few you see were imported from the United States already assembled.

There was also a special day for each marque. The Buick gathering was on the lawn of one of the early settler's homes, now a local park. All the Buicks lined up by age in a huge semi-circle. There were three 1937's, four 1938's and ten 1939 Buicks. But no 1940's because W.W.II

started on September 1, 1939, just when the 1940 models would have been introduced.

Then Margo and I said good-bye to all the friends we had made on the South Island and flew to Wellington at the bottom of the North Island. There we rented a car and drove to the biggest car museum in New Zealand.

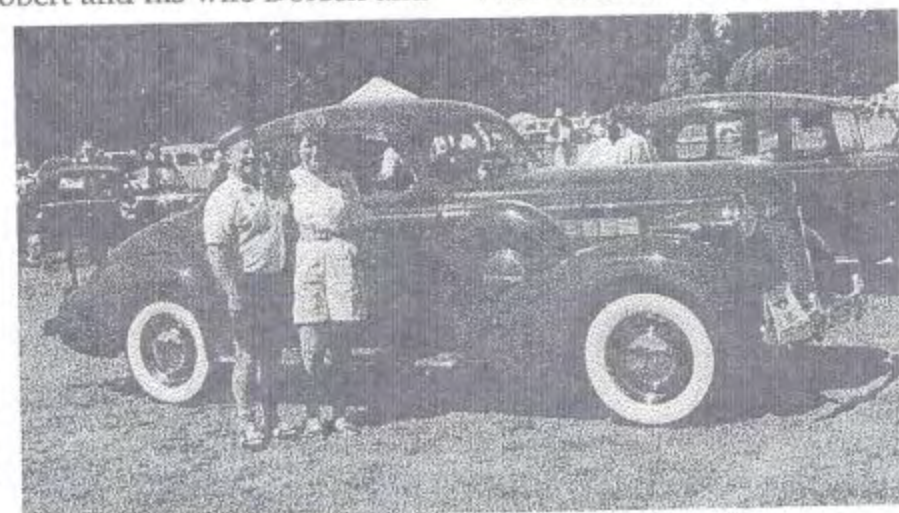
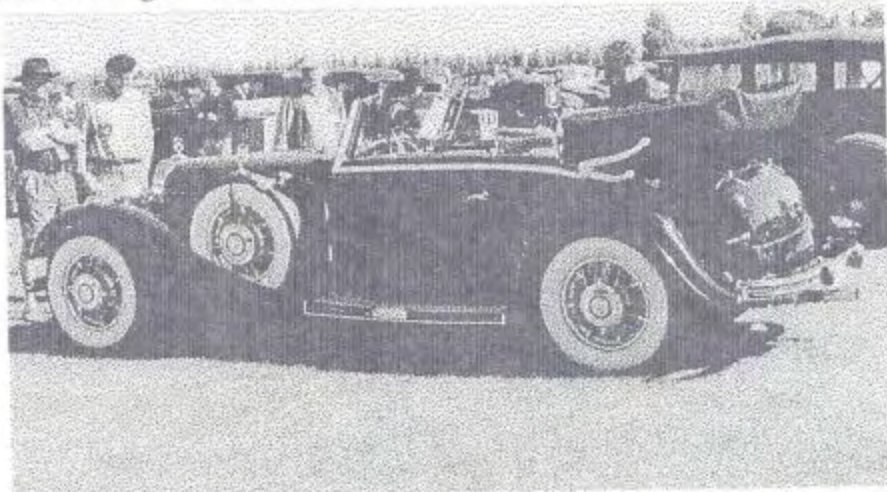
They had Marlene Dietrich's '34 V-16 Cadillac Town Car, a W.W.II German Army Mercedes Limo, a

Schwimmwagen (amphibious jeep) and a Kettenrad (small tracked vehicle with motorcycle type front wheel and steering). There was even a 1939 Buick Special Sedan.

Afterwards we drove on to meet with Club Member **Robert Pruckmuller** (#802) in the small town of **Havlock North**. We arrived around 6 PM and met Robert and his wife Doreen and their two grandchildren (bottom photo). We sat around talking about our travels, New Zealand and looked at photos of old cars. We were then treated to a delicious, home cooked dinner.

The next morning, Robert picked us up at our motel in his sidemounted 1938 Buick Special Sedan. Robert's car is an unrestored blue beauty (see top of page 11). He gave us a great tour of the area including the beach, a mountain top with a stop to take photos in front of a 1930's era art deco building. Back at Robert's home, we saw a '37 Special sedan drive up. It was Robert's good friend Ian with

whom he shares each issue of the **Torque Tube**. Ian's '37 is painted a reddish maroon. Maroon is a very popular color for Buicks in N.Z.

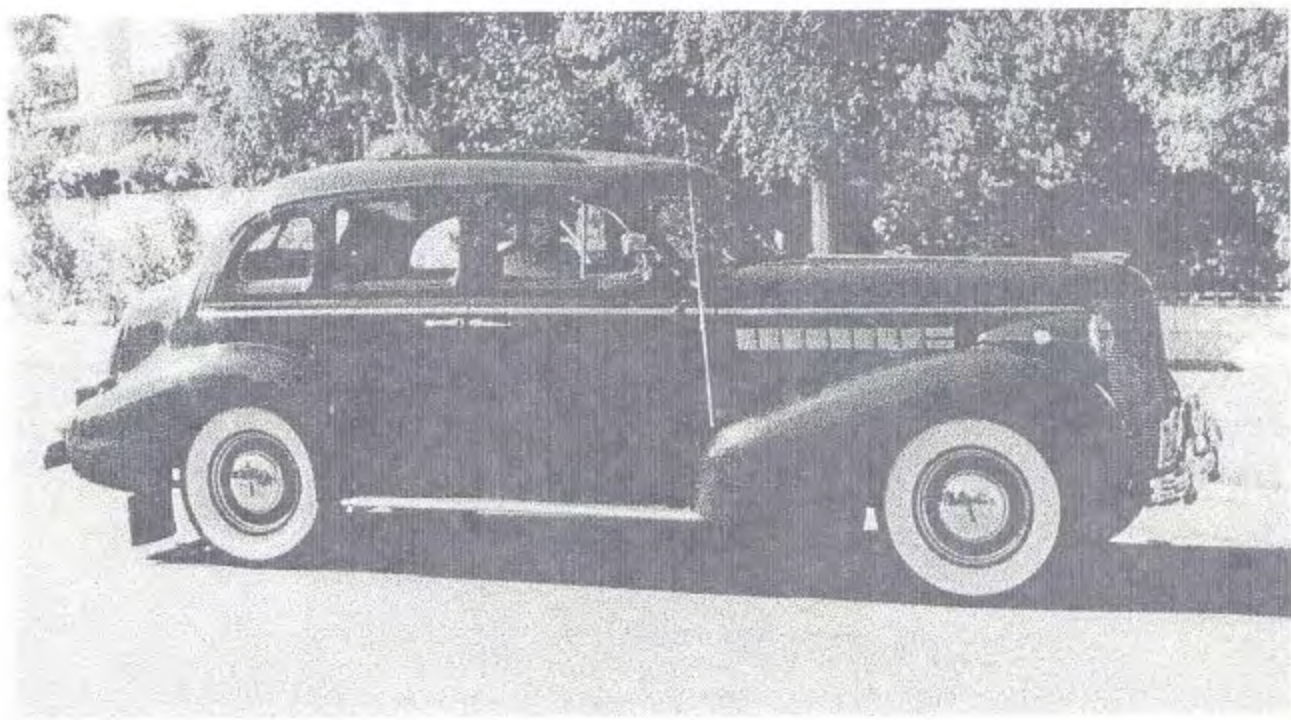
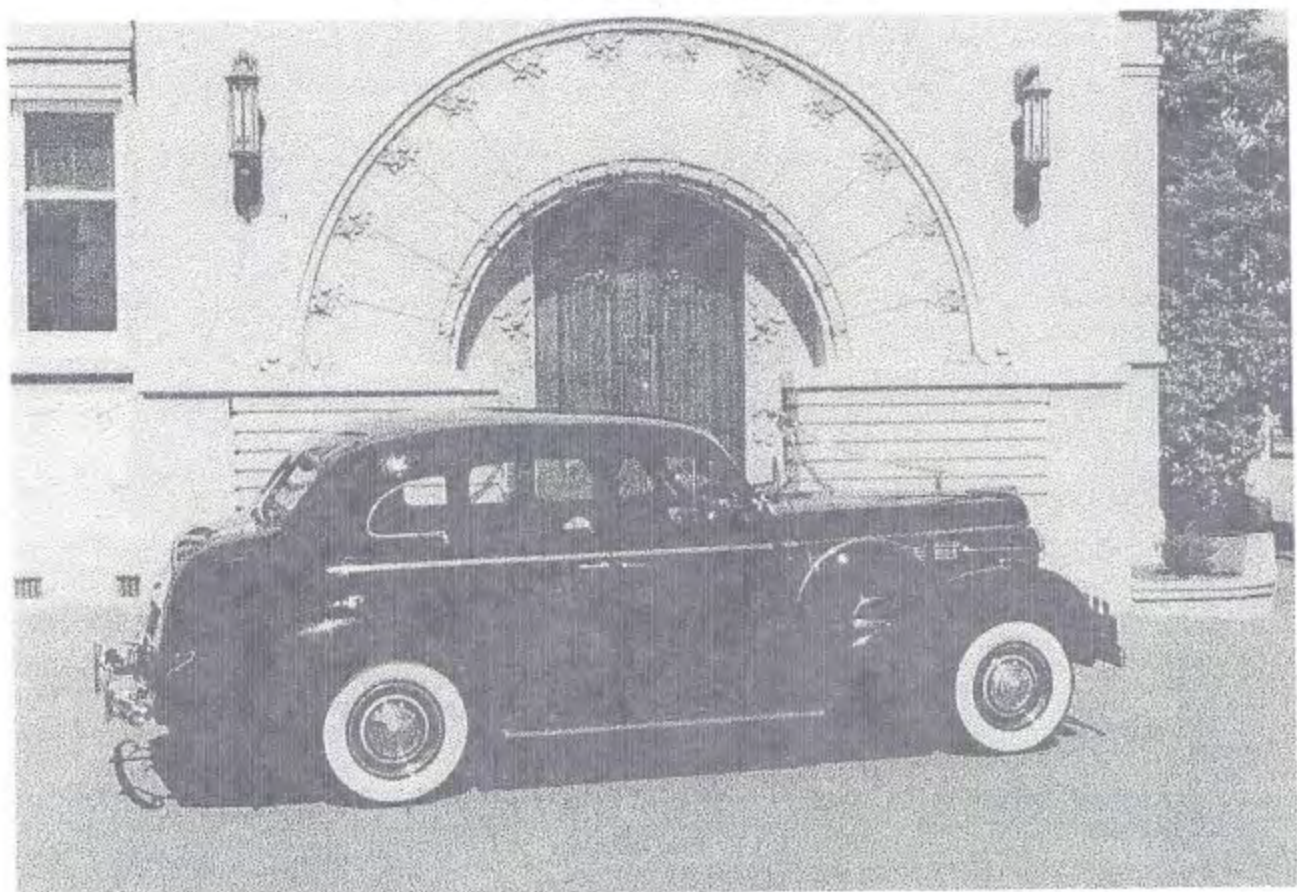


Soon it was time to be on our way. We headed north to the scenic town of **Rotorua**, famous for its Moari culture. The Moari were the original Polynesian inhabitants of N.Z. Rotorua is also famous for its thermal baths and geysers.

Finally we left for **Auckland**, a beautiful city surrounded by water. It reminded us of **San Francisco**. After one day there, we took the long flight home. It was good to return the many friends we made during our three week visit.

*It was especially nice to meet '37-'38 Buick Club Members **Cliff Humphries**, **Laurie Roberts**, **Graeme Letica** and **Robert Pruckmuller**. We loved the country and the people. We will return!*

*We loved the country and the people.
We will return!*



1937-1938 EASTERN CLUB MEET AND TOUR AUGUST 22-24, 1996

• Please note that the date has been changed from the previously announced June date because of a lack of suitable hotel rooms available in the months of June and July.

HEADQUARTERS:

Riverside Inn, Cambridge Springs, Pennsylvania. (in northwestern Pennsylvania, about 10 miles off I-79.) The Riverside is a beautiful restored Victorian Inn, furnished with period antiques. (Cambridge Springs began as a resort in the 19th century because of its rejuvenating mineral-water springs.) The Inn has a lovely dining room, nice grounds, and many other amenities. Once you're there, you won't want to leave! Rates for double occupancy: \$55 Thursday night; \$85 Friday and Saturday nights. (Same price as the Holiday Inn in Meadville.) A complete breakfast is included in the price.

A block of 15 room will be held for us **UNTIL JUNE 1**. Please make your reservations as soon as you can and mention the '37-'38 Buick Car Club when you call.



The Riverside Inn features a dinner-theater on summer weekends, so it will fill up quickly. To avoid disappointment, get your reservation in ASAP. The nearest alternative accommodations are in Meadville, 20 miles distant. Phone the **RIVERSIDE INN** Toll Free: 1-800-964-5173. (Note: there are no room phones or TV's, but the Inn is fully air-conditioned.)

SCHEDULE OF EVENTS:

FRIDAY: Tour to historic Franklin, PA. Lunch in restored railroad depot. Antique shops, historic buildings; antique music box and organ museum. (About a 90 mile round trip.) Return to the Inn for dinner.

SATURDAY: Tour through the beautiful Amish country, over causeway across Lake Pymatuning, to Clarence Hoffman's farm in Conneautville. Catered picnic in mid-afternoon. (About a 90 mile round trip.)

PICNIC: \$10 per person.

(Trips can be arranged for Thursday if anyone wants to arrive early.)

REGISTRATION FORM

Name(s) _____
Address _____
City _____ State _____ Zip _____
Phone () _____
Car _____
Number in party _____ Date of arrival _____
PICNIC FEE....number of persons () x \$10.00 \$ _____ enclosed
Enclose check payable to Clarence Hoffman and mail to:

Clarence Hoffman (#546), R.R. 3-Box 41, Conneautville, PA 16406

Directions and further information will be sent to you on receipt of registration.
Call Clarence at (814) 587-4177 or Bill Olson at (614) 436-7579 if you have a question.

ORIGINAL 1938 DUST

By Gary Mandville (#485) Newfoundland, Canada

My 1938 Century Slant Back Sedan Model 67 is still very much original. It was purchased in New York in 1938 and transported to Newfoundland in the same year, and was driven only in the summer. It now shows 34,000 miles, with the original owner's manual still in the glove box and the original jack in the trunk.

I purchased the Buick in 1978 and am the third owner. The first owner was an engineer, Mr. Newman Parrot from Winterton on Trinity Bay, a small outpost here in Newfoundland. However, he worked in New York, where he bought the car in 1938. The middle photo shows a Motorola signal-seeking radio. The control buttons are laid on the radio, but when installed they will be attached to the dash.

He specified side-mounts and a Motorola signal-seeking radio, but no heater, since he intended to drive it only in the summer, which is in fact what he did. Mr. Parrot drove it part-way home and had it transported the rest of the way to Newfoundland, where it was garaged every winter and taken out in May. His license and insurance papers up to 1966 are still in the glove box. Mr. Parrot died in 1967.

The second owner was in effect Mr. Parrot's estate. The le-

gal counsel for the estate, Judge William Adams, had possession of the car until 1978 when I purchased it from him for \$3,000. Judge Adams had

stored it in a damp garage, and I had to rebuild the brakes. Other than that, the car is pretty much as it always was.

The original dust is still under the seats. I have not taken them out, but as far as my hand can reach I have retrieved a Howdy Doody Bar wrapper, a 1935 quarter, a

1952 nickel, and a 1938 business card: "J. Woolwich, Custom Tailor" with a Brooklyn Dodgers baseball schedule inside. The address on the card is 8503 Third Avenue, Brooklyn, New York. I wonder if the tailor is still there?

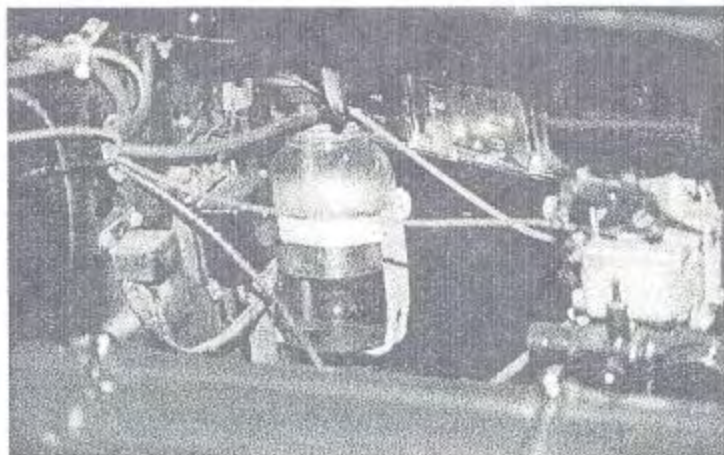
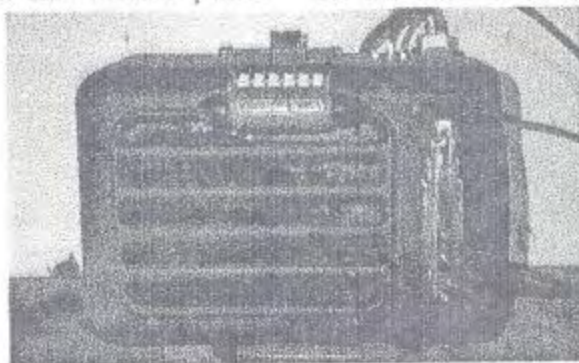
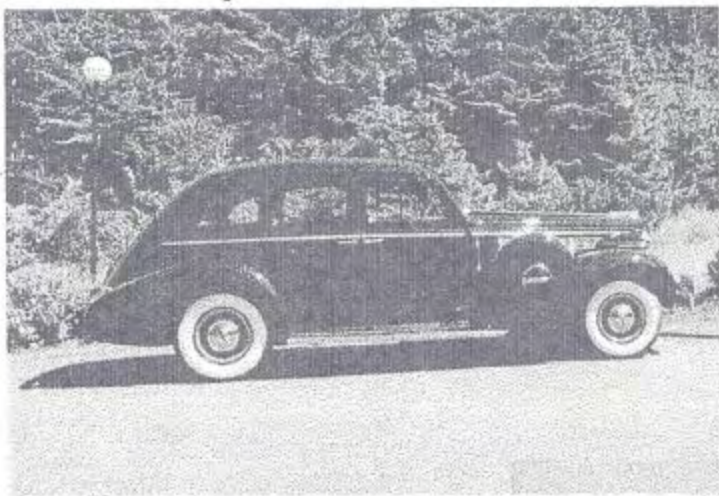
(Gary Mandville (#485) is a member of the Royal Canadian Mounted Police. When he was transferred from Newfoundland in 1988 to Toronto, he sold the car to another collector and then Bill Patterson (#928) bought the car from him.

Bill continues with the story).

I purchased the car in 1991 and soon began restoring it. After four years of work it is now back on the road again.

This window washer was installed on the driver's side firewall next to the voltage regulator. See page 14 of the May/June 1995

Torque Tube for a diagram of the installation.



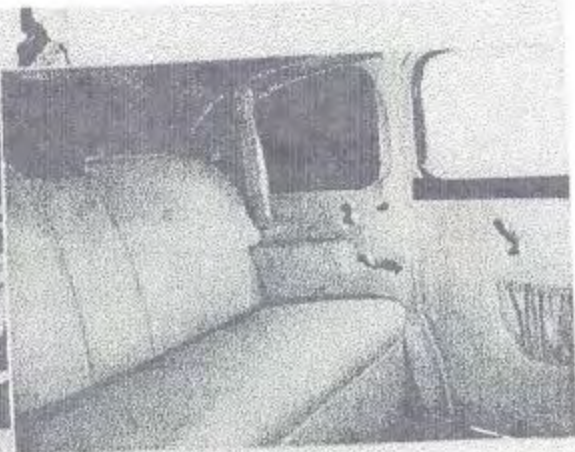
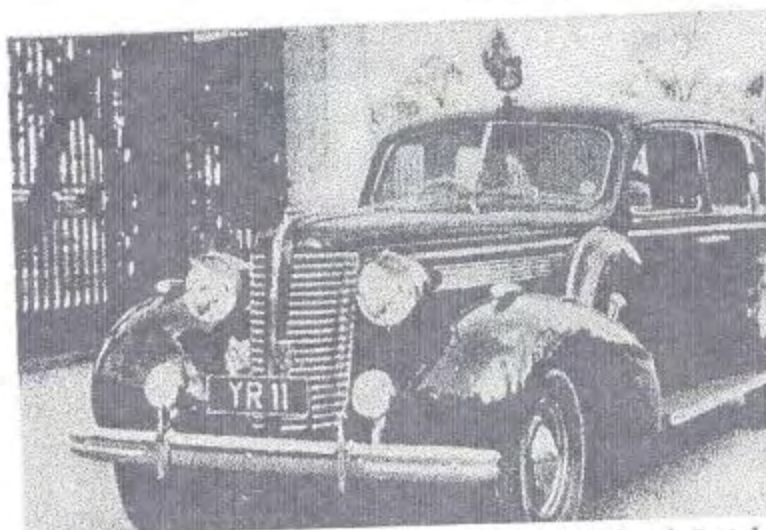
Famous 1938 BUICK OWNERS



Jane Withers, star of stage and screen shown in Detroit taking delivery of her new Roadmaster sedan.



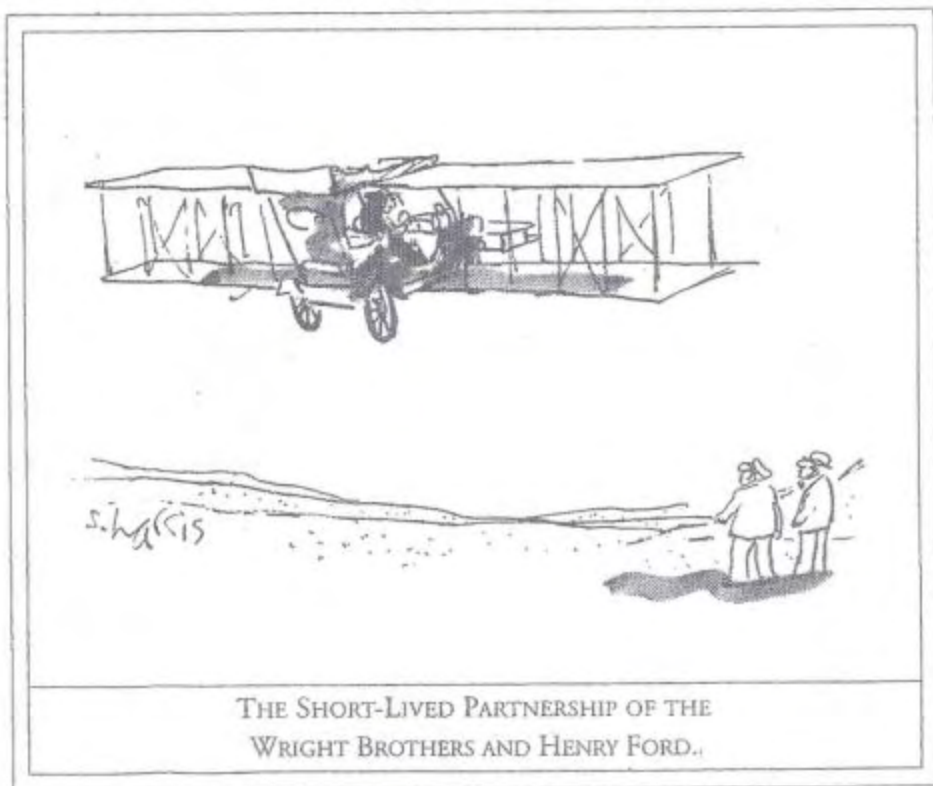
Bill "Bojangles" Robinson, the famous dancer is shown taking delivery of his new Buick. Some members may remember his famous tap dancing up a staircase scene with a young Shirley Temple.



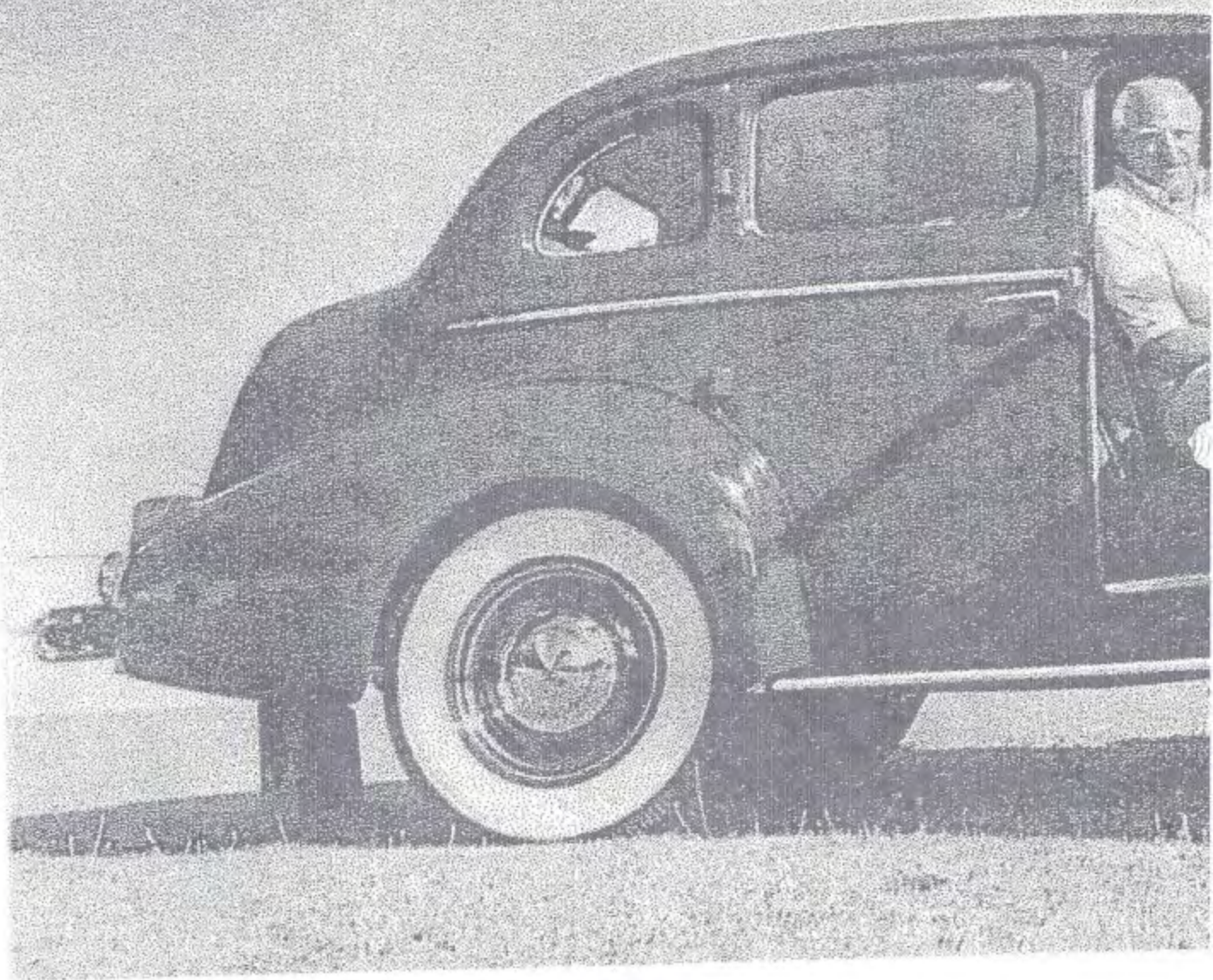
The Duke of Kent's '38 McLaughlin (Canadian) Buick Limited sedan shown here with its royal insignia on the roof. A special feature of this limousine was its one-way glass in the rear and quarter windows. This makes the passengers invisible from outside while allowing the passengers a clear view. On formal occasions, this one-way glass was rolled down. Note the British headlights. (Ed. The Duke of Kent was Queen Elizabeth's uncle. He was killed in a plane crash during W.W.II. His son, the present Duke of Kent and his wife are often seen on television presenting the winner's trophy at the Wimbledon Tennis Matches.)

CAR-TOONS

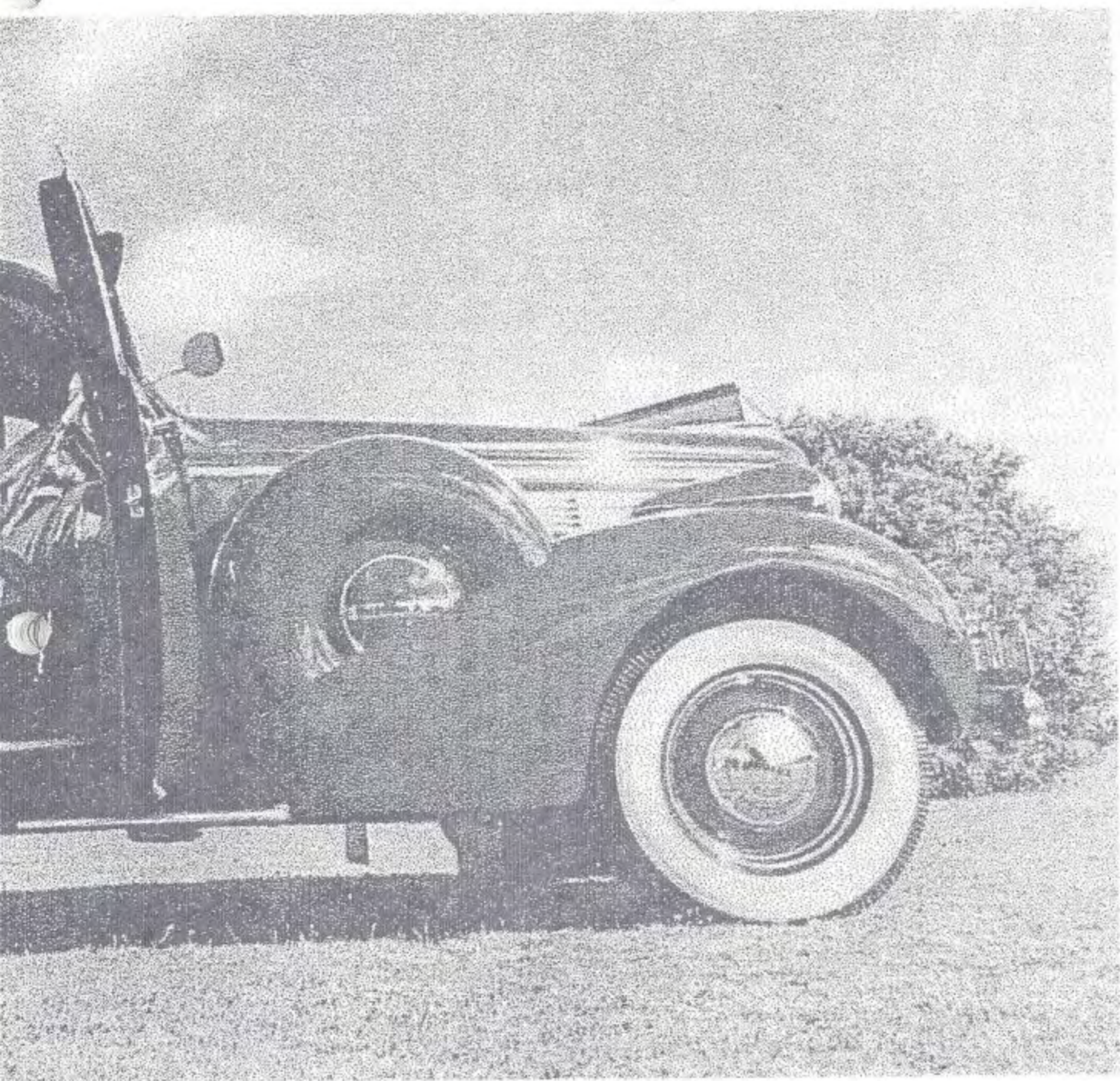
Here are a couple of cartoon drawn nearly 60 years apart. The upper one is 1996, the lower one 1937.



Laurie looks forward to sedan



driving in his restored Buick



New Zealand member **Laurie Roberts** (#1046) bought this 1938 Special Sedan Model 41 four years ago and just finished restoring it in time for the **50th anniversary of the New Zealand Vintage Car Club** rally. He also bought a parts-car although he still had to import many parts from the United States. Laurie has also rebuilt three vintage motorcycles including a 1928 Harley Davidson.



Technical TIPS

In 1994, I was considering rebuilding the engine of my '38 Special while bemoaning the potential cost. Well, with the assistance of Rick Picard (or was I the assistant? Yes I was!), the mission has been accomplished. Cost? About what I had figured, a bit over \$3,000.

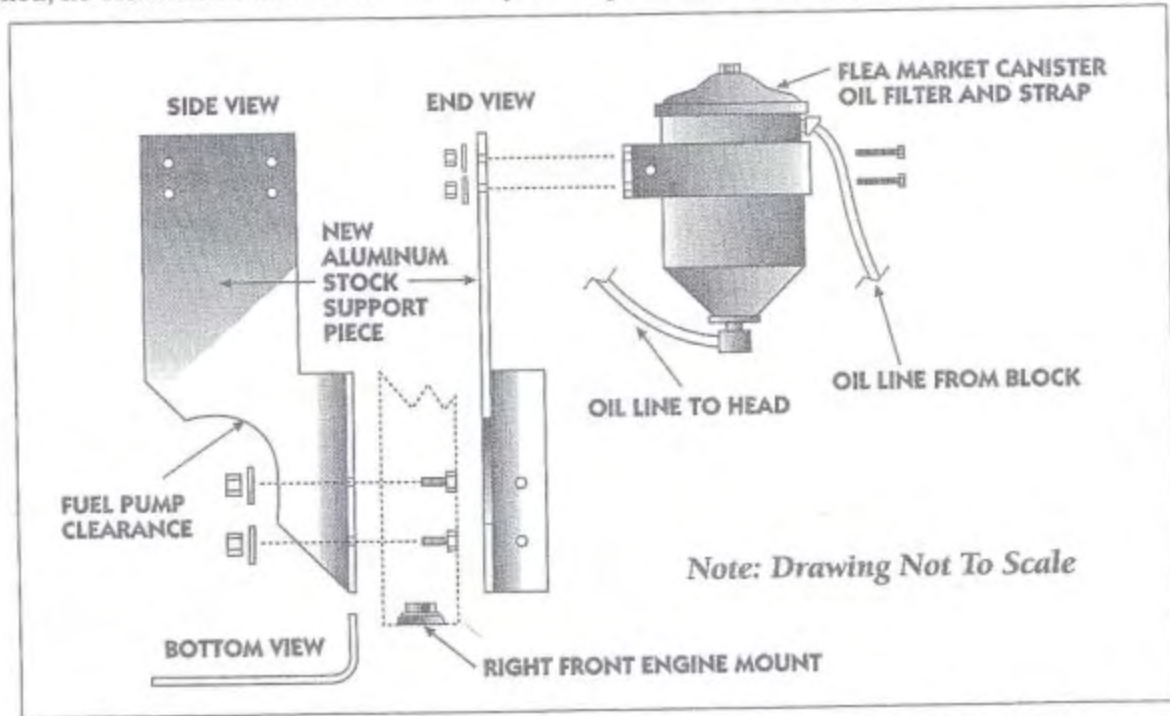
The process began late in July '95 when I took a day off from work and drove the old girl to Rick's garage. As we removed the front sheetmetal, a neighbor dropped by and asked what we were doing. When I explained, he commented that the car was too quiet

MISSION ACCOMPLISHED

By Bill Mack (#839)

at Harold's Machine Shop in East Providence, RI. Bill is an imposing figure with white hair and a full beard that makes him look a little like Santa Claus. He has a solid reputation and works on old engines as a break from the usual production work, but mostly because he likes them.

While the engine was out, I scrubbed, scraped, hosed, brushed, and otherwise cleaned 57 years of grease, oil, and dirt from the frame of the car. After painting the frame and suspension with black engine paint, the Buick stood ready for the transplant. The



to need a rebuild as he had seen and heard me drive up. We toiled on for five hours, 95 degrees, 90% humidity, sweat flowing as freely as oil had poured from that tired motor, and finally the DynaFlash 8 sat on the shop floor. The sheetmetal was stored at my house, teardown would wait for another day.

Disassembly revealed a host of problems; burned pistons, a worn crank journal, exhaust valves with lose heads (assembled from two pieces). On the plus side, nothing had broken and the cam and lifters were in excellent shape. EGGE supplied the parts including 40 thousandths over pistons, 20 thousandths under main bearings, rebabbited connecting rods, and lots of other stuff. Magnaflux, machine work, and assembly of the short block was carried out by Bill Gray

short block returned and the head, with hardened guides and new exhaust valves, were reunited. A dark green paint job and the engine was looking good. Here's a suggestion, don't leave it to the last minute to look for a clutch and pressure plate for a '38 Buick. Thanks to Boston Clutch and Brake, Boston, MA, for a five day turnaround.

Meanwhile I turned to creating an oil filter set-up on the motor. Some scrap aluminum channel bolted to the right front engine mount provided the support for a flea market canister oil filter and strap (see drawing).

Fitted with AC flex hoses (also from a flea market) it became a thing of beauty, even if I do say so. I am convinced that an oil filter is a worthwhile addi-

tion even though I can offer no proof of the effectiveness of the type I installed.

The engine went back in with some effort required to guide the transmission input shaft to the necessary depth. Things were really rolling as Rick and I plumbed the new fuel lines and NOS Carter fuel filter.

(Ed: The red and black oval decal with the words WARNING in white is the correct one for all '37 & '38 air cleaners except the Heavy Duty Air Cleaner. See page 18 of the January/February 1995 Torque Tube)

Perhaps our set-up is not factory original, but I feel it is necessary and age appropriate to the vehicle. With the radiator in place, battery connected, and oil system primed and filled with 20-50, we were ready to start the car. It wouldn't start. The trouble was traced by Rick to a leaking gasket on the fuel pump which prevented the required suction. Success followed our effort and the engine sounded strong. Fatigue faded as the garage filled with exhaust fumes. After about 15 minutes, we called it a night.

With the fenders still off, we began to replace the flex brake hoses to the front wheels. They were the wrong size and efforts to get the car back on the road were delayed for several days until the correct items were located. The sheetmetal was bolted on and adjusted with a minimum of effort. Because the grille and radiator are secured with one bolt at the base, care must be taken to keep the assembly square as the fenders are bolted back onto the body. That done, the hood will fit correctly.

The next weekend, our family drove to the show at Bennington, VT, a total of about 320 miles

round trip. Even with only 100 break in miles, the car pulled like a train up and down the two lane roads I had selected as our route. Oil pressure remains

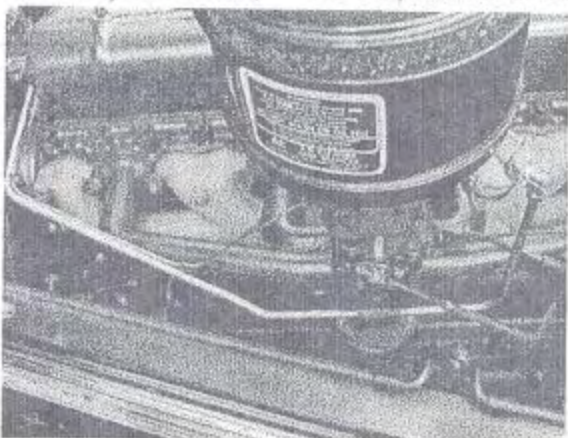
above factory specs even when fully warm. What a pleasure this car is to drive, we missed it for most of the summer. Our '64 Corvette is no substitute, it's too modern in feel and there's no place for our 13 year old daughter. Now for the down side, and there is a down side, Virginia. The temperature gauge bulb refused to leave the head in one piece.

So I've been forced to use an aftermarket item mounted under the dash. A good thing that I have one too, because at this point prolonged idling is an

invitation to belching the coolant. So far I have been over 50 mph only once for an extended period. The temperature rose precipitously, but it didn't overheat. At nearly 600 miles I still have a hot start problem. Run the engine for over 20 minutes and it will not start until after a cool down period. It will not even turn over. The battery is new, the starter is rebuilt, and I have used star washers to insure solid electrical connections. The motor was rebuilt to close tolerance and remains so. I will attempt to put enough miles on it this fall to fully break-in the engine.

What's next? Probably wiring up the fog lamps and installing a directional turn signals. I continue to be amazed by other drivers total lack of recognition when it comes to hand signals. For safety's sake the car needs this update, but I do want to keep it unobtrusive. I'm still

interested in modifying the car to cruise at modern interstate speeds, but I don't know if an overdrive or a change in gear ratio is best.

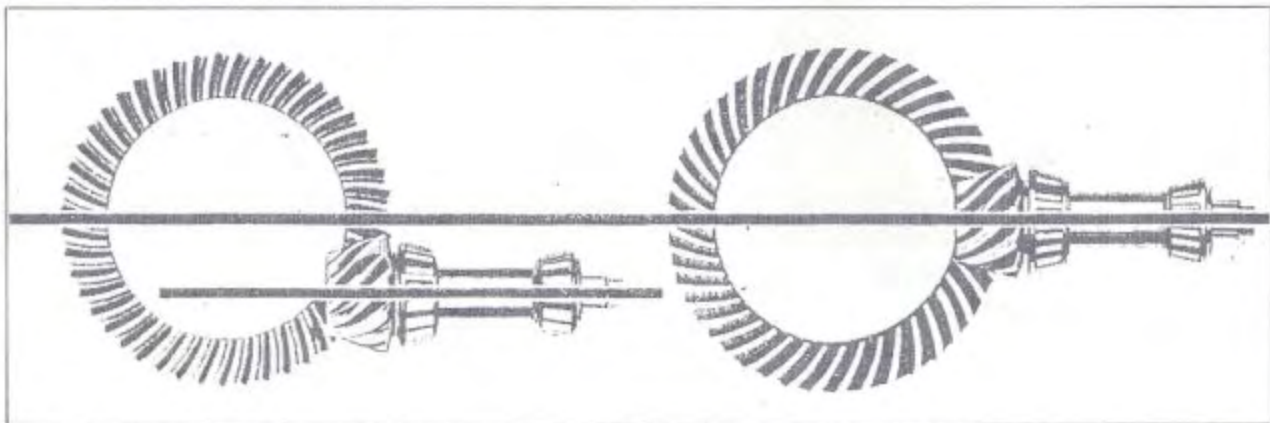




Technical TIPS

By Bill Olson (#427)

CHANGING 1937 ROADMASTER (80) & LIMITED (90) REAR ENDS



This diagram shows the location of the pinion of hypoid gears (left) and spiral bevel gears (right). The hypoid gear drive was first used by Buick on the 1937 40/60 Series cars. This made it possible to place the drive shaft lower in the axle center. This allows the floor of the car to be lowered without having to use a tunnel for the drive shaft. Hypoid gears also are quieter in operation. (From the October, 1936 issue of *MOTOR AGE* magazine.)

The **only** parts that will interchange with '37 80/90 series rear ends are '36. No later year ring and pinion will work. The reason is that, although '37 80/90 series rear use spiral bevel gears, these do not have the "hypoid" configuration used in '37 40/60 series and all series in the following years. Thus, '38 Roadmaster and Limited rear ends are **entirely different** from '37.

There are, in my opinion, three ways to change the rear end ratio of '37 80/90 series cars:

1. Install a '36 Century 3.9 ring and pinion, if you can find these parts.

2. Remove the whole rear axle assembly and substitute an early '50's Dynaflo rear axle. This requires heavy-duty machine work and very intrusive modification including cutting into the frame X-member to reposition the drive shaft. I know of only one person who has done this, and he is an experienced truck mechanic.

3. Try a Borg-Warner overdrive unit. This requires shortening the drive shaft, and I do not know whether one of these units will fit a '37 80/90 series car.

It is also my opinion that none of the foregoing modifications are worth doing. A possible exception to this might be the use of the '36 Century parts if you can find them.

When I had my '37 Roadmaster I drove it at 60 mph-plus with no problem. Unless the engine is in horrible shape, it will not suffer at modern highway speeds.

STICKER PRICE SHOCK IN REVERSE

To bad we can't buy our Buicks at 1941 prices. **Andy Diem** (#852) sent me a copy of the January, 1941 National Automobile Dealers Association Price Guide. It lists the retail prices for all 1937 and 1938 Buicks. Here are some examples:

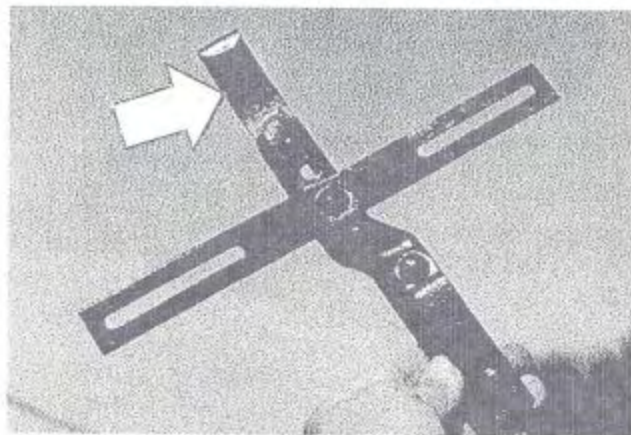
1937		1938	
40C.....\$405	61.....\$405	40C.....\$540	61.....\$505
41.....\$410	66C....\$385	41.....\$510	66C....\$495
46.....\$370	66S...\$380	46.....\$465	66S...\$475
46C....\$390	80C....\$417	46C....\$495	80C....\$552
46S....\$380	81.....\$395	46S....\$476	81.....\$487

1937-1938 LICENSE PLATE BRACKET... THE MISSING LINK?

By Harry Logan (#651)

The license plate bracket or holder is attached to the driver's side bumper bracket with two 1/4-20 bolts. Notice, in the photo, the top curved part that pulls down on the top of the license plate. It is adjustable and can be removed from the license plate holder which is why it is sometime missing.

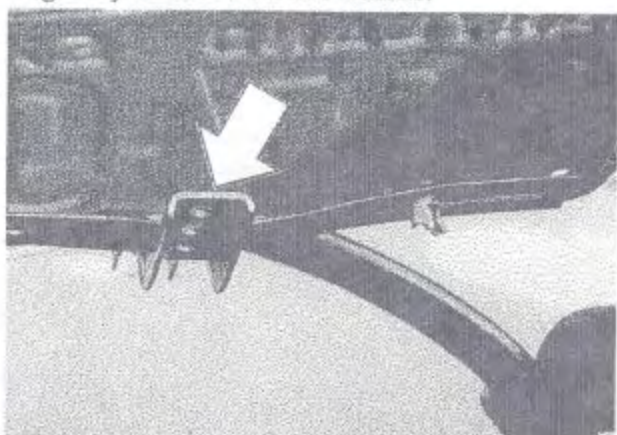
This photo on the right shows the top part of the holder is missing. Some members are unaware



Technical TIPS

there is a curved adjustable part that pulls down on the top of the license plate. It's easily made if missing.

In my opinion, vintage license plates look much nicer when they are in a stainless steel frame. Bob's Automobilia is now selling reproductions of the ribbed stainless steel license frame originally installed on our Buicks.



NEW Members

Jim Carpenter (#1169)
2450 Dryden Ave.
Gilroy, CA. 95020

Peter Stagon (#1170)
916 Hanover Rd.
Meriden, CT 06451
37-81

Richard Vaillancourt (#1171)
20 Rhode Island Avenue
Newport, R.I. 02840
37-41

Bob Baxter (#1172)
524 W. 9th St.
Erie, PA. 16502
37-66S

Gary Chrisman (#1173)
617 Smith St.
Gibsonville, NC 27249
38-47

Harold Strange (#1174)
3352 Blue Canyon Court
Fairfield, CA. 94533
38-61

George Wicke, Jr. (#1175)
9040 Grey Cloud Island Dr.
Saint Paul Park, MN 55071
37-46C

George Thorp (#1176)
4115 Rock Hill Road
Pfafftown, NC 27040

Norman Brown (#1177)
The Tire Shack
2710 King St.
Halifax, NS
Canada B3K 4T8
38-46

Frank Caliendo (#1178)
505 SE 45th Terrace
Ocala, FL 34471
37-66S

William Domitilli (#1179)
Star Rt. 3, Box 86
La Honda, CA. 94020
37-46S

John Cover (#1180)
5425 Caldwell Mill Rd.
Birmingham, AL. 35242
37-91

Parts FOR SALE

• 1937 SPECIAL SERIES 40 PARTS

Hornring, minor pitting	\$65.
Klaxon horns, trumpet type	\$125. o.b.o
Steering wheel, good	\$ 35.
Clock, complete, good condition.....	\$ 30.
Set of horns, excellent, painted.....	\$ 50. pair
Air Cleaner, regular with decal.....	\$ 35.
Starter, 734 Z.....	\$ 40.
Headlight buckets.....	\$ 50. pair
Sparkplug cover, good.....	\$ 30.
Sparkplug cover, better.....	\$ 40.
Sparkplug wire brackets.....	\$ 8.
Back seat ash tray, complete.....	\$ 25.
Set of splash pans, sell as pair only.....	\$ 60. pair
Hood louvers, need minor repair.....	\$ 50. pair
Hood moldings, excellent. Sell as a pair only.....	\$125. or bo
Nose molding, minor flaw in bottom.....	\$100. or bo
Door sills for 4-Door, sell as set only, usable.....	\$ 35. set
Parking lights, no lenses.....	\$ 85. pair
Taillight with bezels and lenses. Complete.....	\$ 75. pair
Set of garnish moldings and dash. Dash has 2 minor holes.....	\$150. all
Heater hose bracket, two piece.....	\$ 10.
Headlight switch.....	\$ 25.
Kick panels, new, Hampton Coach.....	\$ 25. or bo
Cigarette lighter.....	\$ 15.
Headlight bucket with chrome strips.....	\$ 20. pair

All parts are in good usable or restorable condition. This is only a partial list. I have hundreds of parts. Add 20% for postage and shipping. Write or call me with your needs. Send SASE for list of parts.

Jerry Root (#422)

71 South Pollard Drive

Fulton, New York 13069

(315) 593-2346 after 5 PM EST

• PARTING 1937 & 1938 SPECIALS AND A 1937 LIMITED.

The following is just a portion of the parts available. Call with your needs.

• 1937 PARTS

Auxiliary Radio Speaker, excellent condition.....	\$ 75.
Large Series Starter, working condition.....	\$ 75.
Century motor and transmission, complete with original starter, fuel pump, carburetor, air cleaner and generator.....	\$1,500.
40/60 Series gas tank straps, 4 pieces.....	\$ 50.
Coupe trunk lid, no rust.....	\$ 300.
Coupe right side door, minimal rust.....	\$ 150.
Special radiator, recored.....	\$ 200.
Large series transmission.....	\$ 250.
Special starter, working.....	\$ 65.
80/90 Series radiator.....	\$ 75.
Coupe trunk lid hinges.....	\$ 25. pr
'37-'38 Upper sidemount irons.....	\$ 50. pr
'37-'38 Large Series transmission cluster gear, NOS.....	\$150.
'37-'38 Large Series transmission reverse idler gear, NOS.....	\$ 50.
'37-'38 Special running board cores. Straight & rust free.....	\$200. pair
Special radiator.....	\$ 75.
Special complete intake/exhaust manifold with heat riser AA-1 carb, vacuum starter switch and linkage.....	\$300.

(continued from page 22)

Special rims.....	\$ 25. each
Rear springs, 40/60. Good condition.....	\$100. pair
Headlights, complete.....	\$150. pair
Radio delete plates.....	\$ 15.
Coupe garnish moldings	call for prices
Hubcaps.....	\$ 10. each
Gas pedal with good hinge.....	\$ 20.
Small & large series throttle linkage, complete.....	\$ 25.
Big Series Rocker assemblies, complete.....	\$ 65.
'37-'38 Special flywheel, excellent teeth.....	\$ 75.
'37-'38 Rear fender splash aprons.....	\$ 15. each
'37-'38 Big Series manifold ends.....	\$ 50. each
Fender lights.....	\$ 65. pair
Trunk lights with good lenses.....	\$ 50.
Tail lights with lenses, all series.....	\$ 50. pair
Wiper transmissions.....	\$ 50. pair
Special manifold.....	\$100.
Throttle cable.....	\$ 20.
Special transmission.....	\$100.
Rear view mirrors.....	\$ 15.
Steering column support with ignition, keyed.....	\$ 35.
Splash pans.....	\$ 35. pair
Rear motor mounts.....	\$ 15. pair
Headlight switches.....	\$ 20.
40 & 60 series doors.....	\$ 50. each
Radio grills.....	\$ 15.
Wiper motors.....	\$ 15.
Front vent window frames & mechanisms.....	\$ 25. each
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors.....	\$ 50.
Bumper arms.....	\$ 15. each
Bumpers.....	\$ 30. each
Deluxe heater.....	\$ 75.
Horn button.....	\$ 25.
Steering wheel.....	\$ 50.
Center stainless emblem.....	\$ 15.
40/60 running board brackets.....	\$ 50. set
'37-'38 Special exhaust valve body, working.....	\$ 50.
80/90 rear motor mounts.....	\$ 40. pair
80/90 running board brackets.....	\$ 50. set
80/90 trunk support arm.....	\$ 20.

• **PARTING BIG SERIES MOTOR...CALL WITH YOUR NEEDS**

'37 Limited sidemount covers, very nice.....	\$400.
--	--------

• **1938 PARTS**

Owners manual, original, mint condition.....	\$100.
Deluxe heater with defroster and vents, near mint.....	\$200.
Horn rings.....	\$ 75.
Trunk emblem.....	\$ 35.
Robe rail, excellent condition.....	\$ 20.
Deck lid, no rust.....	\$ 75.
Breather tubes, Small (248) and Big (320) Series Engines	\$ 10. ea
Trunk hold-up arms.....	\$ 20.
734Z starter with solenoid.....	\$ 50.
Horn buttons.....	\$ 10.
Radio hole plugs.....	\$ 15. set
Special hood lettering.....	\$20. pr
De-froster ducts.....	\$15. pr

(continued from page 23)

Wiper transmissions.....	\$50. pr
'38 Special rims.....	\$ 35.
Rear license plate stand, bracket & light.....	\$ 35.
Bumper guards.....	\$ 25.
Tail lights, complete.....	\$ 75. pair
'38 assist straps with screws.....	\$ 15. each
Clock with complete wire harness.....	\$ 25.
Cowl stainless trim, very nice.....	\$ 20. pair
Throttle cable.....	\$ 20.
Special radiator.....	\$ 75.
Battery tray.....	\$ 20.
Special transmission.....	\$100.
Generator.....	\$ 50.
Manifold.....	\$75.
Hood sides & tops.....	\$ 25. each
Right side grille.....	\$ 75.

All parts plus shipping

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN. 55316
(612) 427-3460

• 1937 PARTS

Radio, complete, very good face.....	\$120.
Bumper guards, good.....	\$ 20. each
Clocks, good.....	\$ 20. each
Heater, very good plastic.....	\$ 70.
Used radiator, good.....	\$ 60.
Front and rear bumpers, good.....	\$ 30. each
Hub caps, good.....	\$ 75. set
Running board moldings, very good.....	\$ 40.
Map light cover, good.....	\$ 4.
Grill emblem, good.....	\$ 8.
Trunk license plate assembly, good.....	\$ 60.
Taillight lens, cover and cap, good.....	\$ 15. each
Taillight lens, cap, good.....	\$ 12. each
Front fender parking lights, complete, very good.....	\$ 60.

• 1937-1938 PARTS

R/S fender step complete.....	\$ 70.
R/S fender step, base only.....	\$ 25.
Spare tire holder.....	\$ 4.
Fender bullet lens, original, excellent.....	\$ 50. pair
Fender bullet lens, NOS in GM box.....	\$ 30.
Running board, left, good core, 40 Series.....	\$ 40.
Transmission shift lever kit, NOS.....	\$ 15.
Headlight lens, excellent.....	\$ 40. pair
Headlight bezels, very good.....	\$ 30. pair
Ignition assembly with key.....	\$ 30.

• 1938 PARTS

Radio for parts, excellent face.....	\$ 50.
Used radiator, 40 Series.....	\$ 60.
Head, complete shaft and lifters, good.....	\$ 75.
Rear bumper (core).....	\$ 30.
Good used exhaust pipe, blasted and painted.....	\$ 25.
Front & rear inside reveal molding with good woodgrain.....	\$ 20.
Front springs.....	\$ 40. pair
Good used pressure plate.....	\$ 30.
Grill, left.....	\$ 50.

(continued from page 24)

Grill emblem.....	\$ 5.
Dash ash trays, good.....	\$ 4. each
Rear seat ash tray.....	\$ 5.
Taillight, right and left, complete.....	\$ 70. pair
Taillight, lens only.....	\$ 20. each
Air vent cover assembly.....	\$ 8.
Sun visors, Large series.....	\$ 10. each
Battery frame.....	\$ 20.
Battery tray.....	\$ 25.
Wheels, 16" blasted and in primer.....	\$ 45.
Wheels, 16" with tires.....	\$ 90. set
Hub caps.....	\$ 90. set
Left rear fender, blasted and in primer, excellent.....	\$ 95.
Running board moldings with screw holes.....	\$ 25.
Defroster ducts.....	\$ 14. pair
Trunk license plate assembly.....	\$ 65.
Hood handle.....	\$ 4. each
Inside door handle.....	\$ 4. each
Outside door handle.....	\$ 10. each
Trunk handle with lock.....	\$ 8. each
Trunk handle, sedan.....	\$ 8. each
Hood ornament, good.....	\$ 35.
Gas tank float, good.....	\$ 40.
Cigar lighter.....	\$ 12.
Heater switch.....	\$ 10.
Windshield wiper dash knob, excellent plastic.....	\$ 10.
Engine, complete including carburetor, fuel pump etc. Runs good.....	\$300. o.b.o.

All Parts Plus Shipping

Gerry Landry (#263)
34 Goodhue Ave.
Chicopee, MA 01020
(413) 592-5088

• **1937 PARTS**

2 Special wheel rims Black powder coated . No pin stripe. Never used \$85. each plus shipping
Jack Corliss (#279)
(310) 925-3294

• **1937 PARTS**

NOS 1937-1938 Special Master Cylinder for Right Hand Drive Car. \$50.
Lauren Matley (#47)
(360) 254-1944 (PST)

• **1937 & 1938 PARTS NOS PARTS**

Pair of Front knee action shocks. '37-'38 40-60 Series.....	\$225. pair
'37-'38 Water pumps, 40, 60, 60, 90Series.....	\$ 95.
'38 Special Fuel pump.....	\$ 45.
'37-'38 Manifold gasket set, 40 Series.....	\$ 25.
'37-'38 Water Pump Kit, 40 Series.....	\$ 40.
'37 60-80-90 Timing Chain 50 links, 1 1/4" wide #1302563.....	\$ 80.
Clutch Plates 10" x 1 1/4" 40 Series.....	\$ 55.
Clutch Plates 10" x 1 1/8" 40 Series.....	\$ 55.
'37-'38 Front Oil Seals.....	\$ 5. each
'37-'38 Rear Oil Seals.....	\$ 10. each
Brake lining sets.....	\$ 25.
'37-'38 Oil Pump Shaft & Gear, 14 teeth, 40 Series.....	\$ 75.
'38 Clutch Fork Assy w/bearing & parts pkg. 40 Series.....	\$ 35.

All parts plus shipping

Robert Hintington, 40 W. Salem St, Columbiana, OH 44408 (216) 482-2009

• **1938 PARTS**

- Series 80 and 90 Sidemount (welled) fenders. Excellent restored condition including hardware... ..\$2,000.
Also complete set of wheel covers for Series 80.... ..\$500.

Bill Shipman (#617)
6211 51st Ave. NE
Seattle, WA 98115
(206) 522-1462

• **1937 ROADMASTER 80 SERIES ONLY**

- Body shell, straight, rustfree on chassis, with front steering and suspension..... \$200.
Pair of recast trunk hinges, 80 Series, need refinishing..... \$ 90.
4 Stainless door latch plates..... \$ 6. each
2 Roadmaster hood louvers, left and right \$ 35. each
Front seat frame, adjuster. Excellent wood, no springs..... \$150.
Running board, driver's side, rubber chipped, needs recovering, some surface rust. No rustout..... \$ 70.
Roadmaster Sedan (use for convertible sedan), floorpan. Rust free. Spotwelds drilled out or remove. \$275.
Waterpump, NOS..... \$ 60.
Inside window frames..... \$6. to 10. each

• **1937 ROADMASTER CONVERTIBLE SEDAN PARTS**

- Recast convertible top center hook. Mounts on dividerbar of windshield..... \$ 55.
Pair of recast flippers, follows rear window when lowered..... \$165.
Recast bracket for wood header to mount mirror..... \$ 60.

• **1937 PARTS - ALL SERIES**

- Front nose section to hold grille. Bare, no air baffle..... \$ 65.
Sidemount tire bracket..... \$ 50.
Set of 4 repro hubcaps. Foreign made. Looks like BUICK letter, but not quite BUICK..... \$ 65. for 4
Headlight bucket, bare..... \$ 50.
Vacuum starter switch, NOS..... \$ 50.
Delco Remy Voltage Regulator, NOS..... \$ 55.
Inside dash light..... \$ 10.
Radio, rebuilt..... \$350.
Radio, used..... \$100.

• **1937 SPECIAL PARTS**

- Rechromed front bumpers (or trade for Roadmaster bumpers)..... \$150.
Under seat battery cover..... \$ 15.
Misc. inside window frames..... \$4. to \$6. each
NOS Stromberg carb kit plus AA-1 NOS carb..... \$150.
NOS, in box, Heavy Duty Oil bath air cleaner. 40 Series \$ 75.
Set of radiator support rods..... \$ 20.
NOS pair of trunk hinges..... \$135.
Pair of trunk hinges, 1 possibly NOS..... \$100.
Oil pump repair kit..... \$ 30.
NOS waterpump repair kit..... \$ 25.
NOS pushrod..... \$ 9.
Transmission lever shifter parts kit..... \$ 15.

• **1938 PARTS**

- Grille, 2 pieces, has pits but no cracks..... \$115.
Front bumper, 2 brackets, 1 guard. Straight but need to be re-chromed..... \$120.

All Parts Plus Shipping

David Powers (#894)
27732 Paseo Barona
San Juan Capistrano, CA 92625
(714) 493-1199

• **1937 PARTS**

- Parking lights with pot metal..... \$ 75. set
NOS parking light lens..... \$ 45.

(continued from page 26)

Pot metal for parking light (very good condition).....	\$ 30.
Trunk lid light.....	\$ 20.
Clock.....	\$ 25.
Gauges.....	???
Hood & side panels (60).....	\$ 75. set
Hood stainless hinge (60).....	\$ 80.
Steering column (60).....	\$ 35.
Trunk lid (very good, no rust, hump back).(40-60).....	\$125.
4-Door stainless body molding (40-60).....	???
Front bumper (40-60).....	\$ 65. each
Drivers side rear fenders (40-60).....	\$ 50. each
Big Series Engine.....	\$500.

• **1937 & 1938 PARTS**

Hydraulic lifters, cam, rocker assembly, push rods (Big Series)	\$225. set
Used headlight switch.....	\$ 35.
Left headlight lens.....	\$ 40.
Driver's side headlight ring.....	\$ 15.
Buick hose clamps set.....	\$ 20. set
Trouble light.....	\$ 15.
Rear Window Shade.....	\$ 50.
AAV-1 Carb with choke (40).....	\$150. set
16" beauty rims.....(40).....	\$ 10. each
Intake and exhaust manifold (40).....	\$ 45.
Thermostat housing (40).....	\$ 15.
NOS brake lining (40).....	\$ 20. set
Wing vents (front & rear, 40-60).....	\$ 45. set
Steering column (40-60).....	\$ 45.
Door hinges (40-60).....	\$ 20. each
Sun visor brackets (40-60).....	\$ 40.
4-Door sedan doors in very good no rust condition.....	\$400. set
Rear Motor Mounts (Core only, 60).....	\$ 25. set
Synchronizer gear, (60, 80, 90).....	\$ 85.
Air Cleaner (60,80,90).....	\$ 45.

• **1938 PARTS**

5 Post voltage regulator (used).....	\$ 30.
Trunk hinges, very good condition.....	\$ 75. set
Tail lights with base, lens holder and lenses.....	\$ 65. set
Plate under fender, under passenger side tail-light.....	\$ 8.
Passenger side tail light lens holder.....	\$ 10.
NOS cluster gear (40).....	\$ 95.
NOS input or pilot shaft (40).....	\$ 75.
16" wheels (40).....	\$ 35. each
New fuel pump kit (40).....	\$ 15.
Special emblem that goes on the side panel (40).....	\$ 25. each
Hood (40).....	\$ 50. set
Bumper (front, no hole in the center) (40-60).....	\$ 50. each
Trunk lid (like new, painted black) (40-60).....	\$125.
Dash (40-60).....	\$ 25.
Engine splash pans (60).....	\$ 65. set

All prices plus shipping. Call between 9 AM & 1 PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#177)
7802 Chevalier Ct.
Severn, MD. 21144
(410) 551-7236

(continued from page 27)

• **1937 SPECIAL PARTS**

Rebuilt motor, transmission, rear end, front suspension, new tie rod ends, new wheel cylinders, new springs and brake shoes.....	\$4,000. o.b.o.
Reconditioned banjo steering wheel.....	\$600.
New wiring harness.....	\$200.
2 transmissions.....	\$350. each
2 blocks.....	\$200. each
2 sets of bell housings, flywheels and clutch plates.	\$200. each set
Water pumps and fan assemblies.....	\$ 50. each
Intake and exhaust manifolds.....	\$ 50. each
Several carburetors.....	\$ 50. each
Several distributors.....	\$ 50. each
3 steering columns.....	\$ 50. each
2 sets of running boards.....	\$200. each set
2 front fenders.....	\$125. each
2 rear fenders.....	\$100. each
4 4-door sedan doors (2 front & 2 rear).....	\$100. each

Many other miscellaneous parts. All prices negotiable

Rich Koester (708) 629-4376 Illinois



• **1937-38 CONVERTIBLE REAR VIEW MIRROR**

D. Hugh Morris (#322)
11213 Forest Rain
San Antonio, TX 78233
(210) 653-9688

• **1938 BUMPER JACK**

Dave Lewis Restoration
3825 S. Second St.
Springfield, IL. 62703
(217) 529-5290

• **1938 AAV-2 CARBURETOR BIG SERIES CAR**

Larry Hale (#1070)
(404) 436-4549 (Georgia)

• **1938 SPECIAL**

- Spark Plug Cover
 - Jack, stand and handle
 - Front license plate bracket
- Lawrence Chase (#1091)
47 Rattlesnake Hill Rd.
Auburn, NH 03032
(603) 668-7938

• **1937 ROADMASTER**

- Front bumper, with bumper brackets if possible.
- Buy or trade for small series bumper.
- Rear gravel shield. Fits inside rear bumper.
- Ashtray for rear seat arm rest.
- Outside door handles, good condition.
- 3 5/8" long shank on handle to go through door.
- Convertible Sun Visors or Brackets
- Convertible Vent Window Frame
- Convertible Top Parts
- Accessories, 1937 or 1938. Any unusual?
- Pair of rear bumper brackets
- One NOS or excellent used babbit rod, standard size bearing.
- Rear main seals and timing cover gasket set.

David Powers (#894)
27732 Pasco Barona
San Juan Capistrano, CA 92625
(714) 493-1199

• **PARTS WANTED**

- Pair of Radiator Brackets to frame. It measures 8 1/2" long by 1 3/4" wide.
 - Original leather type insulated firewall cover under dash.
 - Pair of gravel shields inside right and left rear fenders.
 - Front bumper license plate bracket, complete
 - Door handle ferrule installer Model B223 or B213 by KENT-MOORE CO
- Abe Goldblatt (#535)
111 Colony Dr.
Hampden, MA. 01036
(413) 566-5558

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Cars FOR SALE

• 1937 LIMITED MODEL 91F

156 made. 1 or 3 I know of. Divider window, two sidemounts, engine turns, some new parts. Project car, 95% complete and disassembled. Some spare parts. Currently registered with DMV. Moving. Must sell.

\$6,000. OBO

Jack Corliss (#279)
5942 Hersholt Ave.
Lakewood, CA. 90712
(310) 925-3294

• 1938 BUSINESS COUPE MODEL 46

Rare factory installed dual sidemounts. Titian maroon with radio and clock. 99K original miles. Body off the frame restoration. Engine rebuilt with insert bearings on both crankshaft and connecting rods. New Egge pistons. New upholstery and trunk lining. New running board rubber. All new safety glass. New woodgraining. Trippe lights. I have owned this car since 1962 and am the second owner.

\$25,000.

Earl Timko
25737 Segundo Ct.
San Bernardino, CA. 92404
(909) 862-2417

• 1938 SPECIAL 4-D CONVERTIBLE SEDAN 40C

Restoration 70% done, many new parts, excellent body with clear title. Delivery negotiable.

\$15,000. or best offer.

David Bylsma (#117)
7802 Chevalier Ct.
Severn, MD. 21144
(410) 551-7236

• '37 SPECIAL 4-D CONVERTIBLE SEDAN 40C

14,000 miles since frame-off restoration. Condition 1 1/2. Very complete car with sidemounts, Trippe lights etc. Maroon with beige leather upholstery.

\$48,000. firm.

Joseph Cobb (#957)
Gresham, Oregon 97080 (near Portland)
(503) 658-5796

• 1937 MODEL 41 4 D TRUNK BACK SEDAN

Body-off-the-frame project. Car disassembled but not completed. Dirty work done. Body dipped, frame cleaned and painted. Rolling chassis. Body sitting on frame with rebuilt short block. Has rebuilt head, oil pump, new gaskets. Rebuilt transmission. 4 new shocks. Some spare parts. Needs finishing and assembling

\$2,200.

David Powers (#894)
27732 Paseo Barona
San Juan Capistrano, CA 92625
(714) 493-1199

• 1938 SPECIAL SPORT COUPE MODEL 46S

Has jump seats. Partially restored. Motor, brakes, gas tank and radiator rebuilt and installed on restored and painted frame. Motor has insert bearings. Body sitting on car in primer, needs to be reupholstered and new glass. Car comes with many parts such as extra motor, transmission, suspension, rear end etc. because two coupes were used to make this one car. No sidemounts. No rust. New wiring harness ready to install, new bearings in box, many new gaskets. Extra '37 radiator, brake drums, hood and gas tank. Car stored at my father's home near Oakland, CA.

\$2,500.

Rusty Malone (former member)
637 Dapplegray Court
Walnut Creek, CA. 94596
(510) 932-0886

'37-'38 Buick Rubber Parts

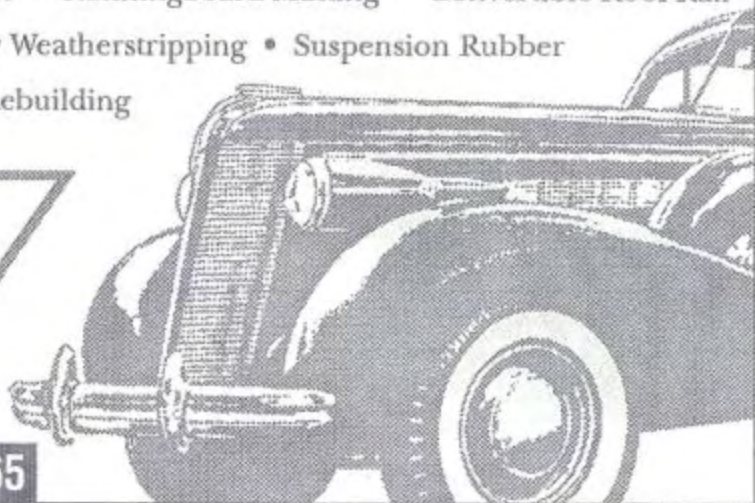
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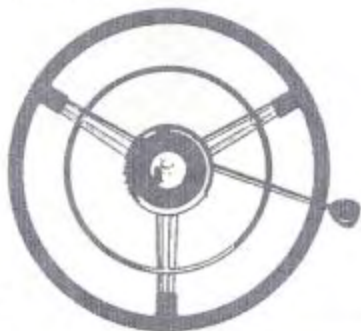


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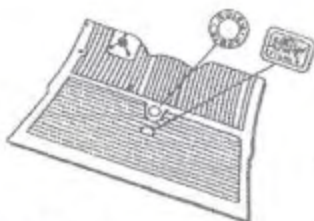
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FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.



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Glue-InDW-378\$1.70 ft.
Clip-InDW-80.....\$3.40 ft.
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DOOR BOTTOM SEAL

Clip Type.....DW-369\$1.85 ft

TRUNK SEAL-SEDANS, 1/2" Wide;

Ser. 80-90.....TW-371.....\$31.50
Sedans, 3/4" Wide;
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Sponge.....TL-369\$2.00 ft.
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CLUTCH and BRAKE PEDALS Series 40-60

BlackCB-343BK.....\$5.50 ea.
BrownCB-343BN.....\$5.50 ea.



PEDAL FLOOR SEALS; All Models

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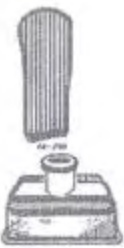
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2-Door \$62/pr. 2Door \$93/set.

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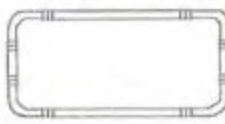
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Upper Outer Kit.....\$39.00
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ENDS \$180. CENTER \$182. VALVE BODY \$195.



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All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

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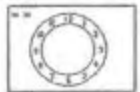
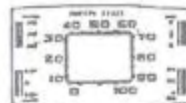
.....RADIO.....RG-37.....\$23.

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.....RADIO.....RG-38.....\$23.

.....CLOCK..CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38)\$ 6.

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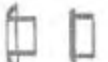


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1 FERRULE & 1 GROMMET Per Set.

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DOOR FERRULE INSTALLATION TOOL.

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TRUNK HINGES for 40-60. Chrome Plated \$150. pr.

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